

Attachment 4.1

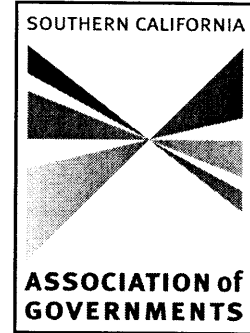
Approval of the Meeting Minutes from March 13, 2003

AVIATION TECHNICAL ADVISORY COMMITTEE

April 10, 2003

**AVIATION TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES**

MARCH 13, 2003; LONG BEACH AIRPORT



1.0 Call to Order

The meeting was called to order at 10:10am by Immediate Past Chair, Chris Kunze, Long Beach Airport.

2.0 Welcome and Introductions

Attendees were welcomed and introductions were made.

3.0 Public Comments

There were no public comments.

4.0: Routine Items

4.1 Approval of Minutes

The minutes from the February 13, 2003 meeting at Brackett Field were approved. The motion to approve was made by Mr. Ted Gustin, LA County Airports and seconded by Mr. Bill Ingraham, San Bernardino County Airports.

4.2 ATAC Membership List and Contact Information

There were no changes to the membership list. Ryan Hall, SCAG staff, asked if the members could please make sure that their email address is correct. He said that staff is hopeful that the next agenda will be sent electronically.

5.0 Project Review

There are no submissions for review.

6.0 Information Items

6.1 Report on the Draft 2003 Air Quality Management Plan

This item has been postponed until the April, 2003 meeting.

6.2 Meadows Field Update

Ms. Teresa Hitchcock, Kern County Airports, gave a presentation on Meadows Field in Bakersfield, CA. Kern County is interested in working with SCAG because of the geographic proximity to Southern California. Meadows Field is one of seven airports that is operated by the county (the other six are general aviation). The other airports have a wide variety of uses including skydiving, crop dusting, etc.

Meadows Field may provide a critical role in helping relieve congestion from Southern California airports. The airport promotes safe and efficient operations and compliments the Kern County economy. The airport is located 110 miles north of LAX, and 132 miles south of Fresno. The catchment area is about 60 miles around the airport and has 800,000 people and grows at an average of 2.04% per year.

The main runway is 10,857 feet long and the secondary runway is 3,700 feet. The airport is fully funded to extend the 3,700 foot runway to 7,000 feet. The airport benefits from good weather and can have unlimited operations a lot of the time. Fresno gets almost twice as much fog as Bakersfield.

The annual operations took a slight decline between 2000 and 2001. The number of operations on the air taxi side did increase though. September 11, 2001 did hit the airport pretty hard. There was a loss of one carrier and service decreases by the other two carriers. Enplanements also took a significant decline over the period. The load factors have increased with the drop in service.

The airport loses almost 200,000 people a year to LAX. There is an airport bus that has seven trips a day, each carrying 50 people. BFL just cannot compete with the competitive fares in the Los Angeles basin.

The second runway is being extended and a new terminal is being constructed, scheduled to open in 2005. The airport is also extending the freeway into the airport. The new terminal could eventually be expanded to 24 gates.

The carriers have had an upgauging of aircraft. America West first started serving Bakersfield with Dash 8's and is now using CRJ's. They have also recently announced that they are going to start using the 70 passenger versions of that aircraft. There was a loss of 40% in seat capacity and 32% in passengers since 9/11/2001.

Bakersfield is one of the only airports in the Western Region that receives a segment of county tax money. The county does not receive any other help from the county. The county is also standing behind the bond for the new terminal.

6.3 2002 SCAG Region Air Transportation Statistics

Ryan Hall, SCAG staff, gave a presentation on the region's 2002 air transportation statistics. Passengers, operations, cargo tonnage and air carrier operation statistics were collected for each of the major air carrier airports in the SCAG region (BUR, LAX, LGB, ONT, PSP, SNA).

There were slight drops in most categories. The only notable exception was for cargo, where there was a slight increase. The two most significant changes were in passengers and air carrier operations where there were fairly significant reductions from 2001.

When the statistics are broken out by airport there are some clear trends. The reliever and outlying airports showed much better signs of recovery over LAX. Cargo remained status quo at LAX, but both passengers and operations took a sharp decline. Some of this decline was made up for at Long Beach where operations and passengers both had tremendous increases due to increased air carrier activity.

Based on the above numbers the largest passenger decline in both real numbers and in the percentage was for LAX. Even with the modest increases at Long Beach, John Wayne and Burbank there was still an overall drop in regional passenger traffic of 5% or 4 MAP. The largest change was at Long Beach where the number of passengers tripled, due to a large service increase by JetBlue and moderate increases by American Airlines and Horizon Air.

Per the norm, January, February and September through November were the valleys in the distribution. June through August and December were the peaks. The slight peaks in March and October are interesting, though not dramatic enough to warrant further consideration.

While other airports in the region do provide some international service (Ontario, Palm Springs) the vast majority of international passengers go through LAX. 26.37% of all passengers were international in 2002. This is a significant drop from 2001 when 35% of all passengers were international.

The number of international passengers appears to be more consistent than the number of domestic passengers. There are two international peaks, in mid-Summer and early Winter. The number of international passengers follows the same trends as the overall passengers, displayed earlier.

The region overall showed a significant loss in air carrier operations in 2002. Given that the loss was more significant than the loss in passenger traffic would imply that the air carriers are increasing load factors by decreasing frequency.

Ontario, John Wayne and Burbank showed very little change either plus or minus. In real numbers LAX showed the largest drop. Again, Long Beach had a massive increase percentage wise due to the air carrier trends at that airport. Palm Springs also had a very large percentage increase because of the effective marketing campaign in attracting new carriers and non-stop destinations.

There was a slight increase in regional air cargo at the air carrier airports. Ontario showed the largest increase in real numbers and accounts for the greatest share of the increase. LAX and Long Beach had very little change overall. Palm Springs and John Wayne both had sharp percentage drops, though neither airport affects the total air cargo handled for the region in any significant way. Burbank also showed quite a large increase as both a percentage and in real numbers.

LAX accounts for the largest share of air cargo in the region and this is reflected throughout all the air cargo statistics. The distribution of cargo is relatively flat overall with the low points being late Winter and late Summer/ early Autumn. The peaks are late Spring (for summer retail) and late Autumn (for the holidays). The Port strike in 2002 also had an impact on cargo handling.

Alan Thompson, SCAG, finished the presentation by discussing the number of pilots within the SCAG region. Mr. Thompson will be doing a full presentation at an upcoming ATAC meeting.

Mr. Bill Ingraham, San Bernardino County Airports, asked how the numbers compare to the rest of the United States. Michael Armstrong, SCAG, responded that the numbers are similar, but that the SCAG region was different from others in that the secondary airports are doing well.

6.4 Airport Impact Mitigation and Management Study

Mr. Michael Armstrong, SCAG, started the presentation. Since the 2001 Regional Transportation Plan was adopted, SCAG management has been very interested in implementation. There were discussions about coordinating and working with the Southern California Regional Airport Authority (SCRAA), but that appears unlikely at this time. Management is currently interested in a study that was produced in 1985, the Airport Impact Mitigation and Management Study (AIMMS). The study was completed at a time when airports still had control of their operations, obviously before the 1990 Airport Noise and Capacity Act (ANCA).

The methodology was based on taking the fleet mix of 1982 and then examining the noise against the environmental constraints of 1985. It also did noise, air quality and ground access impacts for the year 2000. This was before SCAG utilized the RADAM model, and the study utilized Airport Master Plans. Noise was shown to decrease between 1985 and 2000, attributed to a quieter fleet mix. Air quality impacts were forecast to be less because of the massive cleaning up of the auto fleet since the early 1980's. However, ground access impacts were forecast to be worse. The AIMMS study proposed to allocate half of the forecast noise decrease to communities in terms of reduced noise and half to airports in terms of expansion of operations.

The study links environmental burden with a limit in operations. SCAG is interested in looking at the general concept of this study because in principle it could be a way to try and force decentralization. One concept being discussed in lying airline fees to environmental impacts, making it more expensive to operate at airports with high impacts. By generating excess revenue, the money would be used for environmental clean-up or ground access at possibly other airports. There would have to be a regional authority in place to collect the fees and dispense them. While Federal law would have to be changed to make this type of program work, there is no reason that it can't be brainstormed.

Mr. Propst said that this item is Information only at this point. In order to bring a recommendation to the Aviation Task Force the item will need to be an Action Item on the next ATAC agenda. Ryan Hall, SCAG staff, said that staff would like to receive comments on AIMMS from each of the members. Based on the comments the Committee can decide what to take to the ATF. Mr. Bill Ingraham motioned that the item be put on the next agenda, Ms. Paula McHargue seconded the motion. Mr. Rod Propst encouraged the members of ATAC to carefully review the AIMMS study again.

6.5 Aviation Task Force Update

Mr. Rod Propst mentioned that John Wayne Airport and the San Diego County Regional Airport Authority both gave excellent presentations on their development issues. The significant item that relates to ATAC is that the Task Force wanted to have ATAC take on a role in assessing county demand and supply for air transportation services. Mr. Propst said that while ATAC would be happy to take this challenge he doubted that there would be any new information and that it would be difficult to address the questions on a county level. Mr. Ryan Hall, SCAG, commented that SCAG management has directed staff to hold off on pursuing the collection of further demand information, by county.

Mr. Chris Kunze, mentioned Item 5.1, Airport Ground Access Teams. The action item was to recommend that SCAG be authorized to examine a regional aviation planning authority. Mr. Kunze said that it was a big jump in logic from "Ground Access Planning Teams" to a "Regional Aviation Authority". The action at the meeting was to table the item until the next Aviation Task Force meeting.

Mr. Alan Thompson, SCAG, said that the next Aviation Task Force meeting will have a single agenda item to review the results from the model runs.

Ms. Joan Golding, John Wayne Airport, asked if there is intent to bring back the Ground Access Planning Teams at some point. Mr. Alan Thompson said that the Teams will get on track, but it may not be until Autumn of 2003. SCAG staff is extremely busy at this point preparing the RTP and the EIR. The addition of new ground access projects, via the CTC's would more than likely arrive too late for this RTP cycle.

7.0 Action Items

7.1 SCAG Aviation Model Development

Mr. Michael Ainsworth, SCAG staff, gave a presentation on the status of the development of the new internal aviation demand model. The Information Services Department (ISD) would like to have technical assistance from some ATAC members to assist with model development. Mr. Ainsworth said that ISD has a handle on the modeling side, but that they could use assistance with the aviation side of the development. Mr. Rod Propst and Mr. Michael Armstrong mentioned that there are benefits to having an in-house model: performing model runs at any time, transparency, etc. However, the in-house model would not be used until it is at an exceptional level of quality.

Mr. Rod Propst asked the Committee if there were volunteers from any of the air carrier airports. There were three volunteers to give assistance. Ms. Joan Golding, John Wayne Airport; Ms. Paula McHargue, LAWA; and Mr. Chris Kunze, Long Beach Airport.

8.0 Legislative Report

No report.

9.0 Miscellaneous Items

9.2 Press Clippings

No Comments.

10.0 Public Comment Period

Ms. Christine Eberhard, CommuniQuest, wanted to mention that the Southwest Chapter of AAAE (SWAAAE) Annual Conference and Exhibition is being held July 11-15 in Flagstaff, AZ. If you have questions Christine's telephone number is (805) 577-0913.

11.0 Set Next Meeting Location and Topics for Discussion

The next scheduled meeting is Thursday, April 10, 2003 from 10:00am-12 Noon. The location is Palm Springs International Airport. Ryan Hall asked how many people will be able to attend the coming meeting. Most people in attendance said that they would be able to come to Palm Springs (around 20).

Paula McHargue, LAWA, said that she will try to see if Van Nuys can host a meeting in May (or early Autumn), 2003.

12.0 Adjournment

Mr. Rod Propst adjourned the meeting at 11:40am.

ATAC Members Present:

Richard Dykas	FAA
Joan Golding	John Wayne Airport
Ted Gustin	Los Angeles County Dept. of Airports
Kurt Haukohl	CalTrans Aeronautics
Bill Ingraham	San Bernardino County Airports
Chris Kunze	Long Beach Airport
Paula McHargue	LAWA
Rod Propst	Fullerton Airport (Chair)
Tahirih Smith	CalTrans District 7